

APPROVED

MINUTES OF THE MEETING

5 April 2001

Projects Reviewed

Marion Mixed Use Development, Alley Vacation

Convened: 8:30am

Key Tower Linkages

Key Tower 40th Floor Conference and Copy Center

Potlatch Trail

Boren Pike Pine Redevelopment

City Light – BINMIC Substation

Adjourned: 4:30pm

Commissioners Present

Donald Royse

Ralph Cipriani

Jack Mackie

Cary Moon

Sharon E. Sutton

Tory Laughlin Taylor

David Spiker

Staff Present

John Rahaim

Layne Cubell

Marianne Pulfer

Brad Gassman

5 APRIL 2001 Project: Marion Mixed Use Development, Alley Vacation

Phase: Pre-petition Briefing

Previous Reviews: None.

Presenters: Bill Bain

Susan Jones, NBBJ

Denny Onslow, Harbor

Beverly Barnett, SeaTran

Attendees: Vince Lyons, DCLU

Marilyn Senour, SeaTran

Robert Heller, Riddell Williams P.S.

Colin Vasquez, DCLU

Andy Taber, OPUS NW

Tim Abell, Harbor Properties

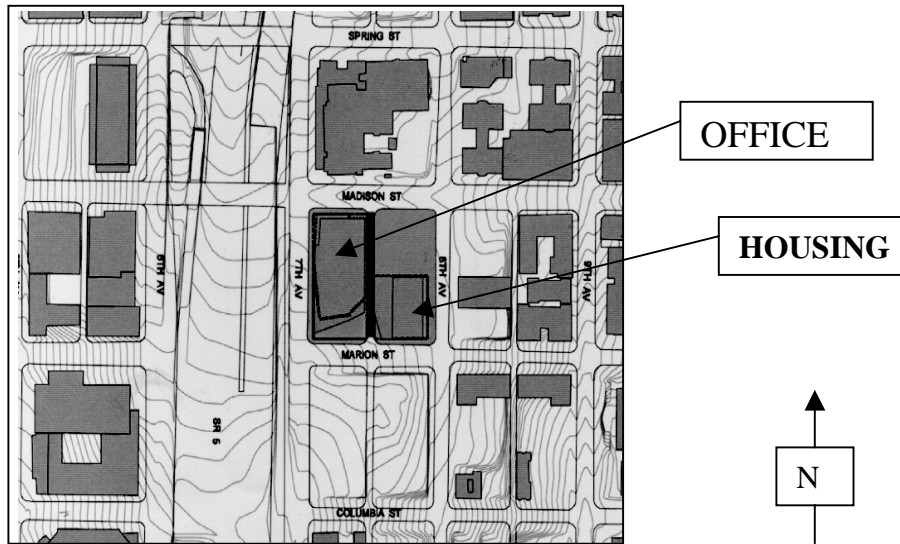
Steve McConnell, NBBJ

Time: 1 hour (SDC Ref. # 169 DC00218)

Action: The Commissioners appreciate the clarity of the presentation and make the following comments and recommendations:

- **encourage the team to look at the Northwest corner of the block as a possible way to link First Hill and the downtown business district**
- **encourage the team to consider the inclusion of affordable housing as an essential part of the public benefits**
- **ask to hear from all partners of this project including neighboring land owners**
- **want to see alternative schemes that show public amenities**
- **ask the team to design beyond the actual site to fit the neighborhood context**
- **looks forward to future briefings.**

Proponents outlined the early conceptual work on a mixed use project for portions of the block bounded by Madison and Marion Streets and 8th and 7th Avenues. The proponent, the Marion Mixed Use Development, LLC is working in conjunction with the property owners Bill Bain and Peter Johanson. The project will include housing, retail, and office spaces. The scheme shown to the Commission requires an alley vacation so that the two property parcels will be considered as one. Making the project a mixed-use development would enable the project to achieve a FAR of 7 instead of 5 as would be allowed for a single-use building abutting an unvacated alley. With a FAR of 7, the total allowable floor area would be increased by 6.7 percent. The team stated that the alley would be preserved as a working alley; the alley would not be built upon, or over. The proposal includes a perpetual easement that would guarantee public access and preserve the surface function of the alley. The project would replace



two existing brick apartment buildings with retail components on the northwest quadrant of the property. The proponents made the points that Madison Street runs from Puget Sound to Lake Washington and that 8th Avenue could become a vital pedestrian street as the Neighborhood Plan has called for.

This configuration supports the First Hill Neighborhood Plan by locating the residential component on 8th Avenue and locates the office component on the western half of the block along 7th Avenue. The alley would be widened from 16 feet to 20 feet (the City’s requirement) with the intention of creating a “mews.” It will remain open and all public alley functions will be retained. A full alley vacation would also allow for a more efficient and safer garage. The team plans on enhancing the streetscape with landscaping but do not yet have a landscape architect on board. The required 20 percent open space for residential development would be placed at grade.

Key Commissioner Comments and Concerns

- Asks for clarification on the retail.
 - Proponents stated that it has 23,000 square foot floor plates and includes a smattering of public uses including community rooms.
- Would like to know about the adjacent blocks and the parking lot on the northeast quadrant of the block.
 - Proponents stated that they wanted to involve the property

where the parking lot is, but that the owner is reticent to let it go. The new development will have to develop its own parking in any case. The plan is to have “overlap” parking that provides for office workers in the daytime and apartment dwellers at night.

- Asks for clarification on the different development ventures involved and how that will affect the permanent operations. Asks if the retail leasing would be handled separately.
 - Proponents stated that there are two developers with a co-development agreement. Harbor would develop the residential and OPUS would develop the office. The leasing would be handled by a common broker.
- Beverly Barnett states that SeaTran is concerned about the impact on the property owner that is not participating. States that there can be difficulties when there are more than one developer for a project like this. SeaTran will want to see how service functions and pedestrian traffic is affected.
- DCLU representative Vince Lyons states that if this was a typical project the City would require a 20 foot alley as is required in neighborhood commercial zones.
 - Proponent indicated that a final determination had not been made on the width of the alley. They can likely accommodate a 20 foot alley.
- Encourages the team to develop as public space the northwest corner of the block. Asks the team to address Madison Street and I-5 and not turn away from them; recommends the team look at old Union 76 headquarters in Los Angeles as an example of what not to do as it has remained cut off from downtown Los Angeles for decades by the Harbor Freeway.
- Asks if an alley vacation is the only mechanism to achieve the goal of having residential on 8th and commercial space on 7th; asks if this would not be achievable with a subterranean vacation. Asks for clarification on the difference between a perpetual easement and keeping the alley as a public right-of-way.
 - Beverly Barnett explained that a subterranean vacation does not allow the site to be interpreted as one land parcel which is necessary in order to mix the uses within the total site, as opposed to within each building. What the public has with a street right-of-way is an easement; a perpetual easement is just another kind of easement. Unless a developer acquires surface

rights, **there are no additional development rights.**

- Asks what would happen with the open space without the surface vacation; it appears that it would have to be on the housing parcel. Agrees with the team that it is preferable not to elevate the open space above the street level.
 - Clarifies that it would be possible to have a FAR of 7 for each separate parcel if each provided both residential and commercial.
- Asks the team to show the public benefits that include the Madison crossing and the position of this building effects affordability in the neighborhood. Asks the team look at all of the edges of the project, specifically the surrounding 9 blocks.
- Asks to see alternatives to the vacation and the condition of the rest of the alleys in the neighborhood. Would like to see how the open space will benefit the neighborhood.
- States that the project as modeled is dominated by the office component that shows strongly figural geometries. Suggests the team could make a stronger case for the public benefits if the geometry of the combined space that includes the cul-de-sac and the open plaza space (on the southwest corner of the site) were regarded as a positive condition that the building responds to.
- States that the Commission needs to be clear on the distinction between required open space and *true* public benefits.
- Stated that affordable housing should be seriously pursued as a public benefit component of the request.

5 APRIL 2001 Project:Key Tower Linkages

Phase: Final Design Program
 Previous Reviews: 16 November 2000 (Briefing)
 Presenter: Tony Gale, FFD
 Jerry Ernst, Architect
 Barbara Swift, Swift & Co
 Judy Peterson, Heery International, Inc.
 Attendees: Christine Magar, FFD
 Dove Alberg, Fleets and Facilities
 Marty Curry, Planning Commission
 Michael Jenkins, DCLU
 Jun Quan, Fleets and Facilities
 Larry Goetz, NBBJ
 Marcia West, Gustafson Partners

Time: 1 hour (SDC Ref. # 169 DC00202)

Action: The Commission appreciates the effort the team has put into this challenging project and makes the following comments and recommendations:

- **supports scheme A and supports closing the north ramp which would ultimately enable the actualization of scheme B**
- **looks forward to seeing landscape design concepts as the project develops**
- **urges the proponents to define the desired character of the childcare center and asks that if childcare is to be included that it be done as soon as possible and not simply be added late in design as a tag-on**
- **urges the design team to look outwards rather than inwards**
- **asks the team to explore the possibilities of private investment in the development of retail space**
- **asks the team to consider the pedestrian connections to the building**
- **asks the team to provide the Commission with sections and elevations upon their return.**

Proponents presented two basic design schemes for the project that will connect Key Tower to the new Municipal Civic Center. They ask for feedback before issuing an RFP for a design team. All of the schemes shift the primary entrance from the northwest corner to the southwest corner of the block. The team investigated the possibility of moving the freeway ramps but concluded that this was not viable; it would cost \$20 – 30 million to remove them and another \$30 – 40 million to build new ramps at another location. The initial budget for the project was \$5 million. Upon consultation with WSDOT and SeaTran, Fleets and Facilities has concluded that the north ramp is an unnecessary appendage. This ramp is regarded as the key to turning the lobby space into positive “people spaces” on the three plaza levels. The team is moving into the second phase of the project with this in mind, although they do not yet have written permission to change the ramp. The Project for Public Spaces (PPS) is planning a time/motion study of the building that should include the 200 new City employees.

The concept for the lobby space is to turn it into a “civic market place.” It will combine retail activities with actual civic management facilities that function as triage centers such as DCLU CityDesign or a sustainable design lab. These booths, or counters, could be staffed by people whose job it is to interact with the public in a positive fashion as market vendors do. The team feels that it is moving toward a final design program in preparation for working with a design team.

Scheme A (with two variations) works with the existing ramps and makes improvements to the lobbies. This scheme involves new escalators from the lobby to levels three and six and removes the stairs and planters and installs new escalators from Cherry St. to the plaza on level six. Removal of stairs would create lobby level retail space. The Columbia St. freeway ramp would be narrowed to one lane and the sidewalk would be widened on 5th avenue. The retail space above the south ramp would be eliminated. Version A-1 would cost \$5.39 million and A-2 would cost \$5.126 million.

Scheme B is based on the removal of the north ramp . It has a new escalator to lobby level four and extends the existing elevator between levels one and three to levels four and six. It removes the stairs, ramps, planters and tunnel entrance to level three along Fifth Avenue, and excavates beneath Columbia St. freeway ramp creating new meeting rooms or retail space. Scheme B is estimated to cost \$16.7 million.

Stated that the landscape architects are working with Kevin McGuire of PPS to create a tie-in to the Civic Center that lies diagonally across the street. The sustainable design team and the access team for the Civic Center have recommended the construction of a tunnel that connects Key Tower to the Civic Center. It would be a separate \$2-3 million project to be completed at a later date.

Key Commissioner Comments and Concerns

- Asks to what extent the Civic Center design principles apply to this project.
 - Proponents explained that this is still up for discussion.
- Asks what the team to show, at the next presentation, what the elevations would be like.
- Sees that the advantage of scheme A is that there is a possibility to do a public/private partnership to pay for the development of the new retail space. States that it would be worth spending the extra money represented in Scheme A to eliminate the need of having to retrofit the project later. Advises the team to have the north ramp closed well in advance of Phase II of the project; this would allow for improvements in surface level pedestrian circulation.
- Supports the pedestrian tunnel connection under Fifth Avenue and Cherry Street. Suggest that we could learn from other cities such as Toronto and Montreal where tunnel connections are used and do not detract from these cities’ vibrant street life.

- States that all of the A schemes are so terribly compromised and only scheme B would make any real difference. Finds inadvisable any minor revisions because it would remove impetus to make the major revision needed.
- Is concerned about the pedestrian connection to First Hill. States that at this time it is necessary to walk along the freeway.
- States that this building might also be frightening for children using the daycare center; in the event that a childcare facility is included in the program asks for careful consideration of how children would access the childcare area, and how a children's domain can be created. Asks that the designers address the issue of acoustics since the childcare center will be up against the freeway. The noise would induce hyper activity among the children. *[It has not yet been determined that childcare will be included as program therefore the team has not yet addressed issues of spatial configuration or acoustics]*
 - Proponents stated that is a surprisingly pleasant space.
- Finds the building inward-looking, fragmented and tyrannized by 45-degree angles. Suggests the team approach the problem by looking outward toward the street rather than inward.

5 APRIL 2001 Project: Key Tower 40th Floor Conference and Copy Center

Phase: Schematic Design
Previous Reviews: 16 November 2000 (Briefing)
Presenter: Tony Gale, FFD
Judy Peterson, Heery International, Inc.
Attendees: Christine Magar, FFD
Dove Alberg, Fleets and Facilities
Marty Curry, Planning Commission
Michael Jenkins, DCLU
Jun Quan, Fleets and Facilities
Larry Goetz, NBBJ
Marcia West, Gustafson Partners
Jerry Ernst, Architect
Barbara Swift, Swift & Co

Time: .5 hour (SDC Ref. # 169 DC00222)

Action: The Commission commends the presentation and makes the following comments:

- asks the team to break out of the existing geometry to broaden the way the ‘Sky Lobby’ and related public spaces are perceived and make them more welcoming
- asks the team to make the corridors more transparent
- encourages the team to find a way to make the entry sequences more civic and more public

The team described the redesign of Key Tower’s 40th floor to accommodate conference rooms of various sizes intended for public and City users. The project includes a graphics center, tele-conferencing rooms, offices for Ethics and Elections and offices for Cushman Wakefield Property Managers. A space adjacent to the elevator lobby will be open to the view to the south and provide a casual waiting/sitting area.

Because of the importance of the project the schedule has been slowed down. The team will come back to the Commission in late spring or late summer. The Project Manager stated that both the budget and the schedule will accommodate requested changes.

Key Commissioner Comments and Concerns

- Would like to know why the public space for conferences is so much like the character of the non-public space. Thinks that the public space should be more differentiated.
 - Proponents stated that an environmental psychologist has been hired to help figure out how a space with low ceilings and sealed windows can be made more human.
 - Proponents stated that an attempt is being made to make the space more transparent by use of the ‘Sky Lobby’.
- Would like to know how building security will be assured given the fact that the public has direct

access to the 40th floor.

- The property managers have been placed intentionally on the floor so they can monitor what is going on.
- Proponents stated that the ‘Sky Lobby’ also helps in wayfinding and to break up the image of a hotel lobby. They will also make use of clerestory windows to bring daylight into the corridor areas
- States that the ‘Sky Lobby’ is too off to the side to function as a lobby; asks how people are going to locate their destinations. Suggests that some of the conference rooms could be less enclosed to make the space feel more open.
- Suggests that the team look at the basic spatial conditions in their effort to make the spaces more public. Suggests that the use of curvilinear as opposed to orthogonal geometries might help ease the stiffness that characterizes the entry.
- Asks the team to give the lobby and conference center a civic name, and not simply use the names used on other floors.

5 April 2001 Project: Potlatch Trail

Phase: Briefing
Previous Reviews: 15 February 2001 (Briefing)
Presenters: Lyle Bicknell, CityDesign
Jerry Ernst,
Margo Polly, Seattle Center
Attendees: David Peterson, Driscoll Arch.
Don Loseff, Seattle Center

Time: .5 hour (SDC Ref. # 169 DC00197)

Actions: The Commission appreciates the high degree of effort, focus and coordination on this complex public project, and makes the following comments:

- encourages the team to develop an implementation strategy that allows the trail to be built incrementally, so that pieces can be done as opportunities arise without losing the overall concept
- urges the team to develop an identity for the project based on associations with the natural and urban environments
- asks the team to be aware of management concerns, in particular how information is given out, how it is maintained, and how it is monitored; asks the team to establish a structure for dealing with these issues now
- encourages the element of urban serendipity in the experience of the trail
- encourages immediate use of the trail for special events in order to introduce it to the public.

The interdepartmental team updated the Commission; the main problem that the project faces is how to get the trail under Aurora. The project is now considered to have three components:

- Roy Street connection
- Fifth Avenue North connection
- Eagle Street connection

The team will now proceed with Schematic Design in conjunction with Hewitt and Jerry Ernst and a RFQ will be sought for a consulting team. The Mayor is encouraging the project to move ahead quickly.

Key Commissioner Comments and Concerns

- Asks for clarification on the provision for fast bikers and skateboarders and asks if this doesn't need to be looked at systematically.
 - Proponents stated that skateboard unfriendly surfaces will be employed.
- Asks what will happen if not all of the 'legs' of the trail come through. Asks what the minimum outcome is that would work.

- Asks for clarification on the conceptual theme of the project.
 - Proponents stated that this has not yet been decided but it will be the main focus of the next six months. The team will work with David Conrad who is Tribal Liaison from the City's Office of Intergovernmental Relations on the issue of name and theme. The team intends to respond to the broader concept of how Native Americans relate to the earth. The project will also have input from SAC on the artistic component.
- Urges the team to get good strategists on board to give direction and provide inspiration for individual sections of the trail. Encourages the team to shift from passive to active language.
 - Proponents stated that the name unifies the project as a moniker. Stated that it is this name that is used to refer to the project.
- Asks the team to make reference to the natural environment in developing a theme.
- Asks why the east side of Fifth Avenue is being used.
 - Proponents explained that the west side of Fifth is not actually public; one section is owned by the Seattle School District, one section by Experience Music Project, and the remaining section by KCTS. Using the east side is based on practicalities of dealing with traffic and using land already owned by the City.
- Suggests that the team think about examples of urban trails that offer an element of surprise, or that seem to unfold. Refers to the hill climb and funicular to SacreCoeur in Montmartre and the path in Florence from the base of the Arno up the Belvedere hill to the Dominican church.
- Asks if there are artists on board.
 - Proponents stated that there are not yet.
- Asks for clarification on the traffic impacts on Roy Street in regard to the desire not to create a short-cut to 99 and Seattle Center. The concern is that traffic not dominate the neighborhood.
 - It would be a short-cut to the theater district, but not to Key Arena. SeaTran is conducting traffic studies to determine the net impact on the area. The justification for the Roy underpass is not the Potlatch Trail, it is an effort to fix numerous other traffic related problems.

5 April 2001 Commission Business

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|-------------------------|----|---|
| ACTION ITEMS | A. | <u>TIMESHEETS</u> |
| | B. | <u>APPROVAL OF MINUTES FROM 2/15/2001 & 3/1/01</u> |
| ANNOUNCEMENTS | C. | <u>ANNUAL RETREAT AT THE COLLEGE CLUB ON 4.12.01</u> |
| | D. | <u>SAC/PUBLIC ART COMMITTEE – CIVIC CENTER
ART PLAN ON APRIL 12</u> |
| DISCUSSION ITEMS | E. | <u>NORTH WATERFRONT ACCESS STAKEHOLDER GROUP
UPDATE/SPIKER</u> |

5 April 2001 Project: Boren – Pike/Pine Park Redevelopment

Phase: Concept Design

Previous Reviews: None.

Presenter: Karen Galt, DOPAR
Karen Kiest, Landscape Architect, Murase Associates

Attendees: Jill Janow, Pike/Pine Urban Neighborhood Council
Betsy Hunter, Pike/Pine Urban Neighborhood Council
Lyle Bicknell, CityDesign
Robert Scully, CityDesign
Lisa Raflo, DCLU
Joshua Gurnee, Pike/Pine Urban Neighborhood Council
Beverly Barnett, SeaTran
John Eskelein, DON

Time: 1 hour (SDC Ref. # CIP DC00219)

Action: The Commission appreciates the presentation, supports future WSDOT involvement, and makes the following comments and recommendations:

- supports the notion of the “view to the city” and references to the City’s grid
- wishes to be kept informed of view corridor questions as the City further considers this issue
- encourages an analysis of users, the larger site context, problems, options, and experiences and the urges the team to develop design principles and goals for the project
- urges the team to consider a radical simplification of the design with the goal of creating an open urban park within the core of the City of Seattle
- urges the consultants to consider the status of the current art projects and art opportunities
- asks to see sections and larger scale drawings that include the block east of Boren and the bike way passage at the next presentation
- asks that an artist be brought on board as soon as possible if this becomes a CIP project
- recommends allowing the Villa Apartments to provide “eyes on the park”

Proponents explained that Karen Kiest of Murase has been hired to develop the design. The Concept Planning is almost complete; the next step is to apply for Pro-Parks funding.

Proponent stated that a Master plan was prepared in 1988 and the firm of Murase has been asked to respond to that. The present scheme was presented to the community in December 2000 and a final is now being prepared. The primary focus of the effort is to identify for the neighborhood what needs to be done to secure monies for the unfunded part of the project and to prepare a blue-print for WSDOT, which owns the property.

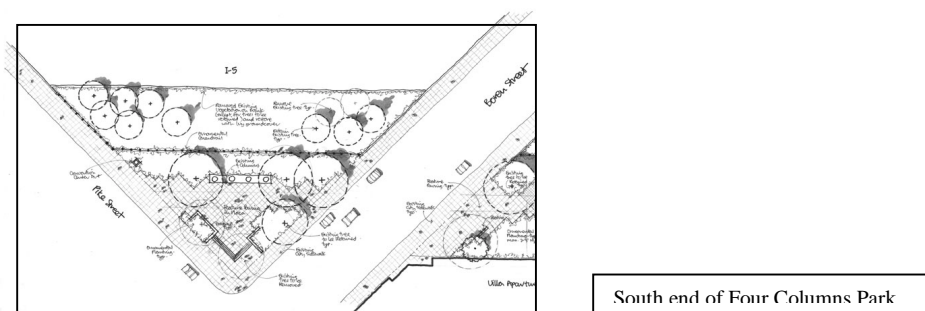
The park, which is composed of two separate sections is now considered to be one park

composed of Four Columns Park and Boren Park. The key elements the designers are dealing with relate to issues of visibility, issues of safety associated with an excess of vegetation and the problems of the poorly maintained Freeway right-of-way. The new design responds to both issues of safety and management.

The team has submitted a plan for community review that includes the reorientation of the columns to the city grid, as opposed to the freeway. The views will continue to be extensive but no longer oriented toward the Space Needle. They are exploring the possibility of a “haha” with WSDOT to address the sectional configuration of the park. They look positively on the City offering to maintain the park as a whole. The cost estimate includes an ornamental retaining wall between upper and lower sections of the park and WSDOT will provide the fence between the park and the freeway. The wall will be expensive so the community has to decide if this is what they want to do with the neighborhood money.

The team is proposing that a few trees be removed due to the excess of vegetation but the community has asked the team not make changes that would preclude the park from being further improved in the future if additional funding became available. Another question pertains to the widening of I-5. It is viable, but not financially feasible. The team is working on identifying the key goals then deciding what elements will be built and the rationale behind the decision.

A representative of P/PUNK stated that the design of the park does not address the issue of the view that the park was originally established to appreciate. It is the contention of the representative that the view is an integral part of the park and that there exists a “public aerial right-of-way” from the park to the Space Needle. They perceive a problem with the inability of DCLU to deal with cumulative effects. Asks if it is worth it to improve the park if the view is no longer there due to the height of the proposed buildings on the other side of I-5. P/PUNK approves of the idea now being considered by WSDOT to raise the height of the retaining wall next to the freeway, which would allow the park to be all one level



Key Commissioner Comments and Concerns

- Clarified that there are no specific view corridors that have been designated by the Landmarks Board.
 - Lisa Raflo of DCLU pointed out that the Boren/Pike/Pine Park is a SEPA listed park and from these listed parks, views of city skyline, water, and mountains are protected. Views of certain designated City Landmarks i.e., Space Needle, are protected from any public place.

Herein lies the ambiguity of the view policy which is currently undergoing review in order to clarify and amend the code. A View Protection Policy will be issued in April that discusses view protection and development issues particularly as it relates to views of the Space Needle from various public parks.

- Asks for clarification on the “haha.”
 - Proponents stated that the ornamental fence will still be the boundary fence. It still has to be submitted to WSDOT for review.
- Asks what the sectional elevation changes are.
 - Proponents stated that if the plaza is 0, and the freeway is 25 feet below.
- Asks what the “haha” will ultimately be, as it is a feeder to the ultimate success of the safety of the facility. Asks what the site would be like without trees.
 - Proponents stated that their recommendation is only to remove a few trees and some of the ivy and to arrange for it to be cleared out annually. Although ivy is drought tolerant, the team does not favor it. They are considering increasing the drop from east to west by 6 feet which may deter people from moving down into the space below and the inhabited area would not be seen from the upper level of the park. There are also safety issues associated with people being able to move under the bridge, so a fence to block off this traffic is being considered.
- Asks if the positioning of the columns has anything to do with their historical location.
 - Proponents stated that they do not; they were originally a part of the downtown Plymouth Congregational Church. There is now a discussion about realigning the columns with the central business district grid as opposed to the alignment with the freeway. At a recent public meeting someone from the audience commented that moving it would create an artificial history. At this point it looks like they will not be moved.
- Suggests that it is difficult for the Commission to offer meaningful input to the design without an understanding of design principles, of the social and environmental analysis, and of the larger contextual and sectional relationships.
- Asks what is going to happen next.
 - Proponents stated that DOPAR has to approve the design and then DOT needs to look at the project on a conceptual level. It will take six months to a year to review the detailed plans. Subsequently it will need to be determined how the project will be funded. They project will also be examined by engineers for safety related concerns.
 - Design Commission staff stated that the project will be seen again soon because City staff are interested to know what is going to happen with the \$250,000 in mitigation money to be provided by the Convention Center. This money was to be spent for improvements along Pike Street, as part of the Convention Center Art Package.
- Asks if the working plan was created as a working document by a number of groups.
 - It was created by the PPUNC group as the steering committee and based on previous workshops that have been held.
- Comments that a lot of people overnight in the park and ask how this will figure into the plans for the park.
 - Proponents stated that they will create clear sightlines through the park and will create spaces that hinder ‘ownership’ of small spaces. The sightlines will continue through the The Villa Apartments has just finished a major renovation but there remains a blank wall

along the alley and this condition will have to be addressed. At this time there is no additional security lighting planned for the alley across the street.

- Supports the idea of spaces for lingering, so it not just be a short-cut for getting through the neighborhood.
- Asks how far the authority of DOPAR goes in terms of the use of money now available and the use of the sidewalk and bridge.
 - Proponents have shown the current plan to WSDOT and their main concern is the maintenance. DOPAR could have more space as long as they are willing to maintain it.
- Asks the team to eliminate the complicated little 45 degree moves of the design but not eliminate the complexity of the project.

5 APRIL 2001 Project: City light Interbay Substation

Phase: Briefing
 Previous Reviews: 19 November 1998 and 24 February 1999 (SeaTran Workshop)
 Presenter: Angela Mendolia, BINMIC Project Faciltator, City Light
 Steve Church, City Light
 Stephan Batchison, City Light
 Attendees: Lauri Geissinger

Time: 1 hour (SDC Ref. # 169 DC00220)

Action: The Commission appreciates the early and thorough presentation and makes the following comments and recommendations:

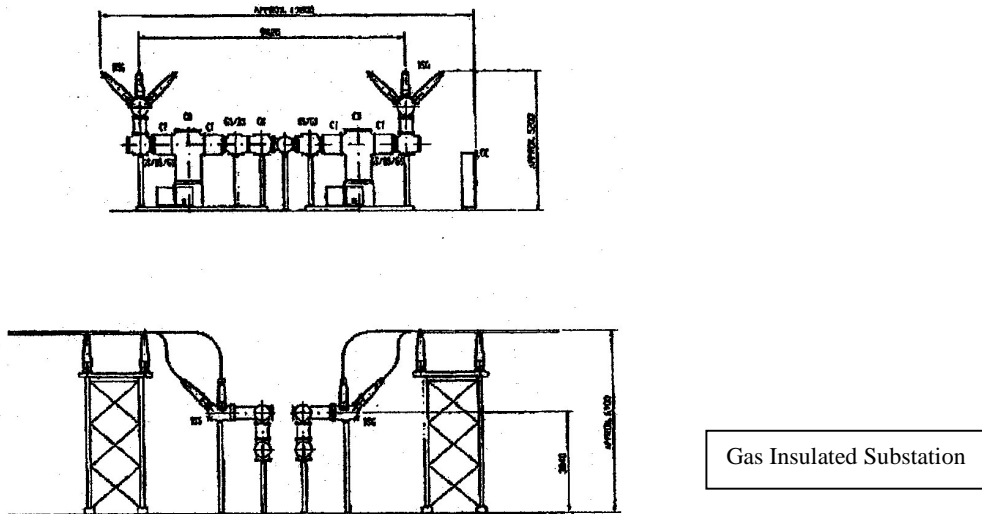
- **asks team to select modern and artistic above ground transmission lines**
- **urges the team to work with landscape designers and artists in the pursuit of innovative design and encourages the team to enlist help from SAC soon**
- **asks the team to develop principles for the designers that include encouragement to use the substation as a demonstration of civic architecture**

The team for the Interbay Substation to be located in the Ballard Interbay Northend Manufacturing and Industrial Center (BINMIC) neighborhood explained that the load growth of the downtown core and various other areas anticipate a growing demand that will not be met by the Broad Street substation that presently supplies power to BINMIC. Of particular concern are the Vulcan and Immunex developments nearby. SCL intends to meet increased need by adding two transmission lines; one from the Canal Substation and one from Broad Street. These will provide two interconnections to the new Interbay Substation.

With approval from the City Council, a 33,500 square foot site has been purchased at 3240 17th Avenue West in Ballard. Zoned for industrial use, the relatively flat site will provide space for three transformers, two of which will be installed by October 2003. Additional space will be available for future expansion. Construction of the substation will begin June 2002.

Engineering/Procurement/Construct (EPC) document preparation and SEPA review and permitting are currently underway. R.W. Beck, Inc. will develop the EPC contract for the substation. Final siting for the transmission line has not yet been determined. A portion of the line will involve underground cable construction and the rest will entail aerial carries and existing lines. Although underground cable is desirable, it is not always possible and is costlier. SCL has not yet hired consultants to assess costs for the Warren Street Ship Canal Crossing and the underground cable but are involved in negotiations to hire them. The team anticipates having project costs scoped out by September 2001.

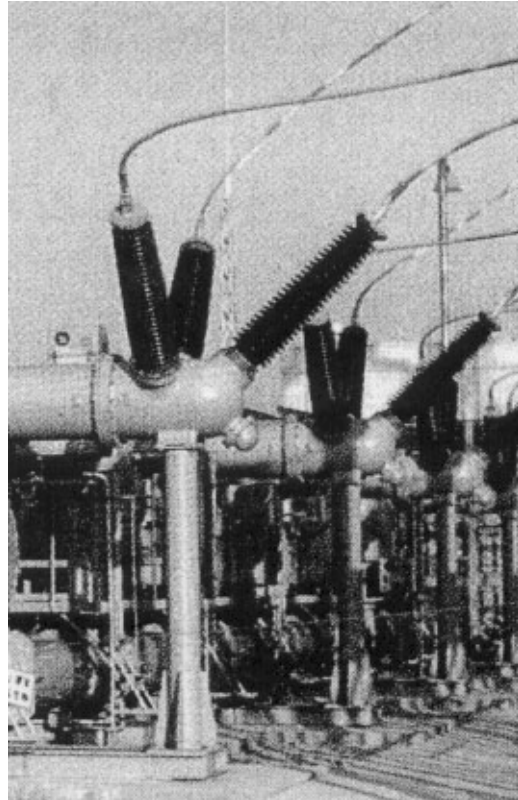
Because this is a CIP, it will come to the Commission once the design work is underway.



Key Commissioner Comments and Concerns

- Asks if there will be an actual building, or just a fenced in area.
 - Proponents stated that there is a two-story control building and a fenced-in area for the transformers.
- States that because of the isolation of the area, not a lot of people will see this substation.
- States that nonetheless the team should endeavor to make it engaging as City Lights across the country have been doing. Considers that although there might not be allot of traffic in the area, this may change in the future.
 - Proponents stated that the team has only had preliminary contact with Barbara Goldstein of SAC.
- Asks for clarification on the BINMIC Plan that is a part of the Ballard Neighborhood Plan.
 - Proponents stated that they have met with Eugene Wassman, the spokesperson for the BINMIC planning group; the group wanted the old garbage dump in the area to be used, but it cost too much. The five lots that have been purchased at 17th and West Bertona Street cost over a million dollars.
- States that because this is civic architecture the design should be the best that is available. Does not want to see the project “dumbed down” just because of its function.
- Asks if the EPC will include the substation and the transmission lines or just the substation.
 - Proponents stated that there will be a contract for the underground portion of the transmission, one for the substation, one for the Warren Street Crossing Towers, and the overhead transmission will be done by in-house designers.
- Recommends that WPA projects from the 1930’s and other City Light Structures be looked at for the way they embody the good works of government; this project should also carry this message.

- States that considering the money the City is spending on this project, the design should be taken seriously. Appreciates the substations on Pine Street and Western Avenue and encourages the EPC include subcontractors who will deal with the fence and perimeter of the project.
 - Stated that they will try to incorporate art into the project.
- Asks about the bike trail that goes through this area. Asks that future presentations show it.



Mitsubishi 3-Phase SF6 Gas-Insulated Substation

